



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Executive Board Meeting

June 21, 2017

4:00 PM

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.

7. Public Hearings

7. Public Hearing

- 7.1 FFY 2019 Locally Administered Projects Program (LAPP)

- FFY 2019 Target Modal Investment Mix with Alternative Option and Recommended Changes to the FFY 2019 LAPP Program for public review and comment from June 16th through August 16th, 2017.
- Request public hearing scheduled at the regular Executive Board Meeting on August 16th, 2017 at 4:00pm.
- Based on Executive Board action at that meeting call for Projects is anticipated to open on August 16th, 2017.

Proposed Changes to FFY 2019 LAPP Program

1. Clarification of Pre-Submittal versus Final Application Submittal Requirements
2. Maintaining Target Modal Investment Mix Percentages Through FFY2019

*Proposed changes meant to improve clarity on existing LAPP policies and do not change the content

Clarification of Pre-Submittal versus Final Application Submittal Requirements

- Reformatting submittal requirements in LAPP Handbook to provide clarity on what is required on pre-submittal and final applications

Current Format

All applicants will be required to submit the following items with their application for a project to be considered for LAPP funding:

- ~~Problem Statement for Roadway, Bicycle/Pedestrian and Transit projects (see Appendix V for further guidance on developing an acceptable problem statement for Roadway and Bicycle/Pedestrian. For Transit Projects, the Problem Statement must identify how the problem impacts users and describe how the project improves, enhances or benefits user experience).~~
- ~~Map or photo documentation, as applicable, including all information related to effectiveness scoring, such as transit stop locations, connections, footpaths, etc.~~
- ~~Detailed cost estimates for each phase applied for and planning level estimates for the remaining phases to ultimately complete the project. Roadway and Bicycle/Pedestrian Applicants should consider that NCDOT can charge against these projects for reviews, and that 10% or \$5000 (whichever is greater) should be added to cost estimates to cover this expense. Once an applicant utilizes LAPP (or any other federal funds) on any portion of a project, the applicant is expected to complete the project within ten years or return the federal funding used on any phase of the project.~~
- ~~TEAAS Report for project location (or parallel route for new location facilities, as approved by pre-submittal panel), if applicable. A three-year report is required for roadway projects, and a ten-year report is recommended for bicycle/pedestrian projects. Similar to other roadway projects, ITS applicants must submit TEAAS reports from one 'typical' intersection of the many locations identified in the application. TEAAS Report is not required for Transit, unless the proposed project is a safety enhancement specific to stops or routes within the transit system.~~
- ~~For Projects with Rail Crossings, copies of meeting memorandum and other documentation of coordination with rail companies and agencies must be submitted with the application, including project information, such as ROW concerns, bridge concerns (length and size), and cost impacts.~~
- ~~For Toll Related Projects, applicants must submit NCTA approval for access and/or project partnership information.~~
- ~~For ITS Projects, applicants must submit detailed information, including feasibility studies, system operations manuals and infrastructure specifications.~~
- ~~Copy of all other pertinent project information/justification, including road safety audits, local crash reports, local crash data, etc.~~
- ~~A GIS layer for each project that depicts the project (eg. Extent, location, length, etc.) and meets the following standards:~~
 - § ~~Files should have the following projections;~~
~~NAD_1983_StatePlane_North_Carolina_FIPS_3200_Feet~~
~~Geographic Coordinate System: GCS_North_American_1983~~
~~Datum: D_North_American_1983~~
~~Prime Meridian: Greenwich~~
~~Angular Unit: Degree~~
 - § ~~Shapefiles are preferred, but geodatabases for larger files are also acceptable. Remember when uploading shapefile or geodatabases to include all files (ie, .dbf, .prj, .cnb, .sbx, .shp, etc.).~~
 - § ~~Provide metadata with uploaded files.~~

Proposed Format

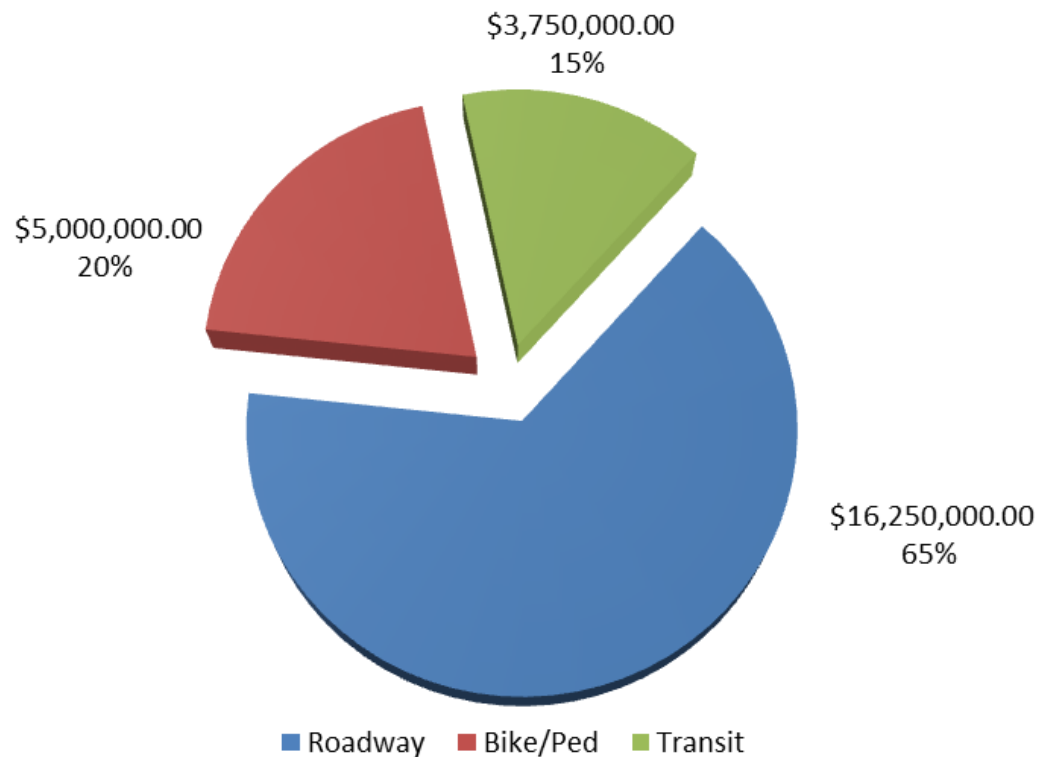
LAPP Application Submission Documents	
Pre-Submittal Requirements	Final Application Requirements
<p>Detailed cost estimates for each phase applied for and planning level estimates for the remaining phases to ultimately complete the project. Roadway and Bicycle/Pedestrian Applicants should consider that NCDOT can charge against these projects for reviews, and that 10% or \$5000 (whichever is greater) should be added to cost estimates to cover this expense. Once an applicant utilizes LAPP (or any other federal funds) on any portion of a project, the applicant is expected to complete the project within ten years or return the federal funding used on any phase of the project.</p>	<p>Final versions of all pre-submittal requirements</p> <p>TEAAS Report for project location (or parallel route for new-location facilities, as approved by pre-submittal panel), if applicable. A three-year report is required for roadway projects, and a ten year report is recommended for bicycle/pedestrian projects. Similar to other roadway projects, ITS applicants must submit TEAAS reports from one 'typical' intersection of the many locations identified in the application. TEAAS Report is not required for Transit, unless the proposed project is a safety enhancement specific to stops or routes within the transit system.</p>
<p>Problem Statement for Roadway, Bicycle/Pedestrian and Transit projects (see Appendix V for further guidance on developing an acceptable problem statement for Roadway and Bicycle/Pedestrian. For Transit Projects, the Problem Statement must identify how the problem impacts users and describe how the project improves, enhances or benefits user experience).</p>	<p>For Projects with Rail Crossings, copies of meeting memorandum and other documentation of coordination with rail companies and agencies must be submitted with the application, including project information, such as ROW concerns, bridge concerns (length and size), and cost impacts.</p>
<p>Map or photo documentation, as applicable, including all information related to effectiveness scoring, such as transit stop locations, connections, footpaths, etc.</p>	<p>NC Turnpike Authority approval for access and/or project partnership information for Toll Related Projects.</p>
<p>A GIS layer for each project that depicts the project (eg. Extent, location, length, etc.) and meets the following standards:</p> <ul style="list-style-type: none"> Files should have the following projections; NAD_1983_StatePlane_North_Carolina_FIPS_3200_Feet Geographic Coordinate System: GCS_North_American_1983 Datum: D_North_American_1983 Prime Meridian: Greenwich Angular Unit: Degree Shapefiles are preferred, but geodatabases for larger files are also acceptable. Remember when uploading shapefile or geodatabases to include all files (ie, .dbf, .prj, .cnb, .sbx, .shp, etc.). Provide metadata with uploaded files. Files can be uploaded on the CAMPO LAPP Sharefile site. Each agency has a folder to upload submittal documents. To receive first-time access to the Sharefile site, email CAMPO staff. <p>Files should be saved to a .zip file on the LAPP Sharefile site within the folder created for your agency. The .zip file should be named for the project title; a new .zip file should be created for each project submitted.</p>	<p>For ITS Projects, applicants must submit detailed information, including feasibility studies, system operations manuals and infrastructure specifications.</p>
	<p>Copy of all other pertinent project information/justification, including road safety audits, local crash reports, local crash data, etc.</p>

Maintaining Target Modal Investment Mix Percentages Through FFY2019

- Continue with the determination last year to keep the Target Modal Investment Mix percentages constant through 2019
- Utilize newly-adopted 2045 MTP and progress of Wake Transit Plan to make informed decision in FFY 2020

Recommended FFY 2019 Target Modal Investment Mix

FFY 2019 LAPP Target Modal Investment Mix

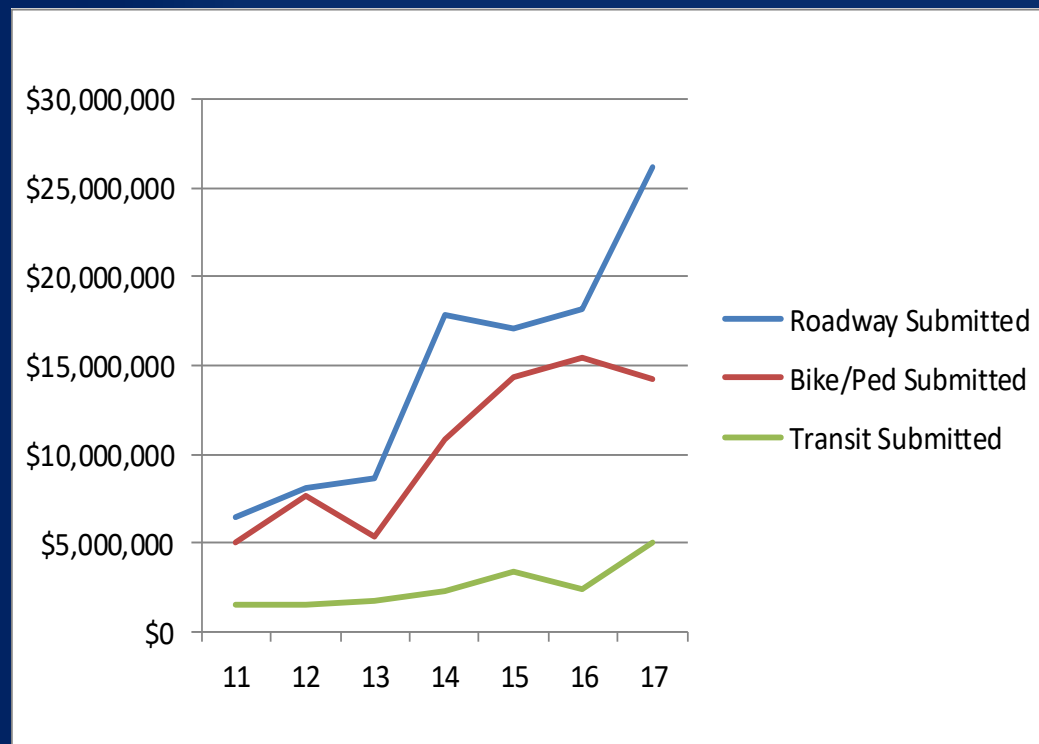


Target Modal Investment Mix Alternative

- Second Target Modal Investment Mix created in response to discussion at June 1 TCC meeting
- Increases portion for bicycle and pedestrian projects
- Released for public comment June 16-August 16th

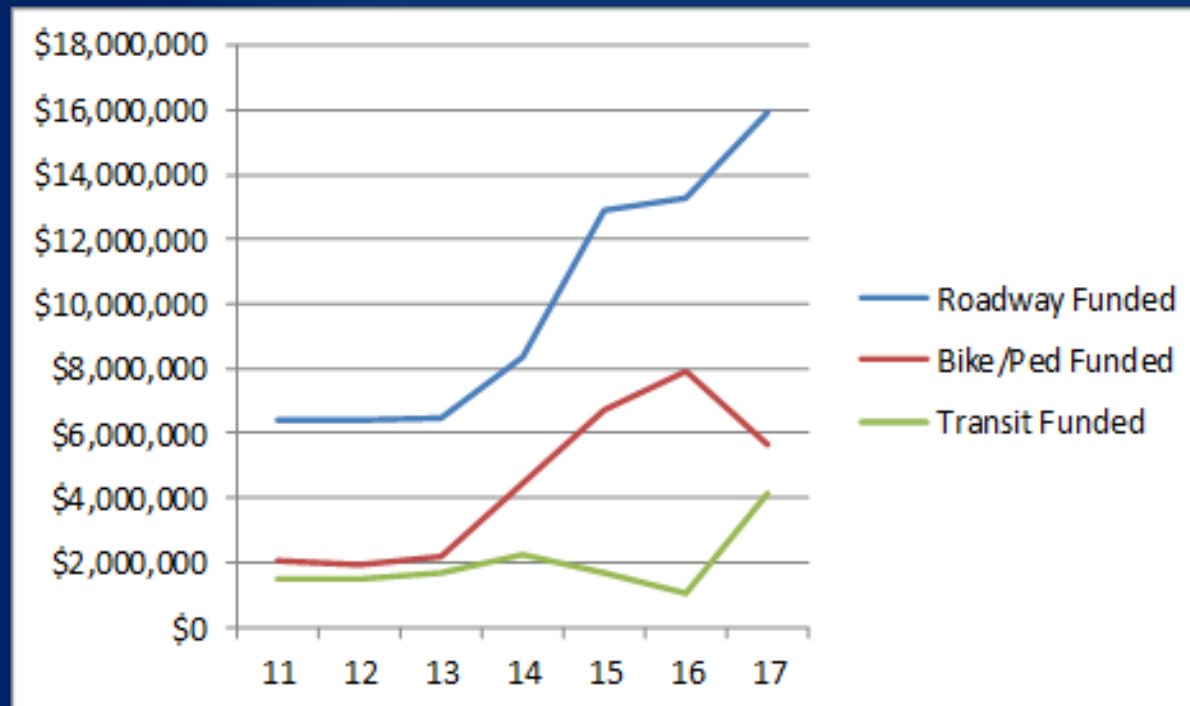
Target Modal Investment Mix Alternative

Total Submitted Project Costs for LAPP Cycles 2011-2017 (Calendar Year)



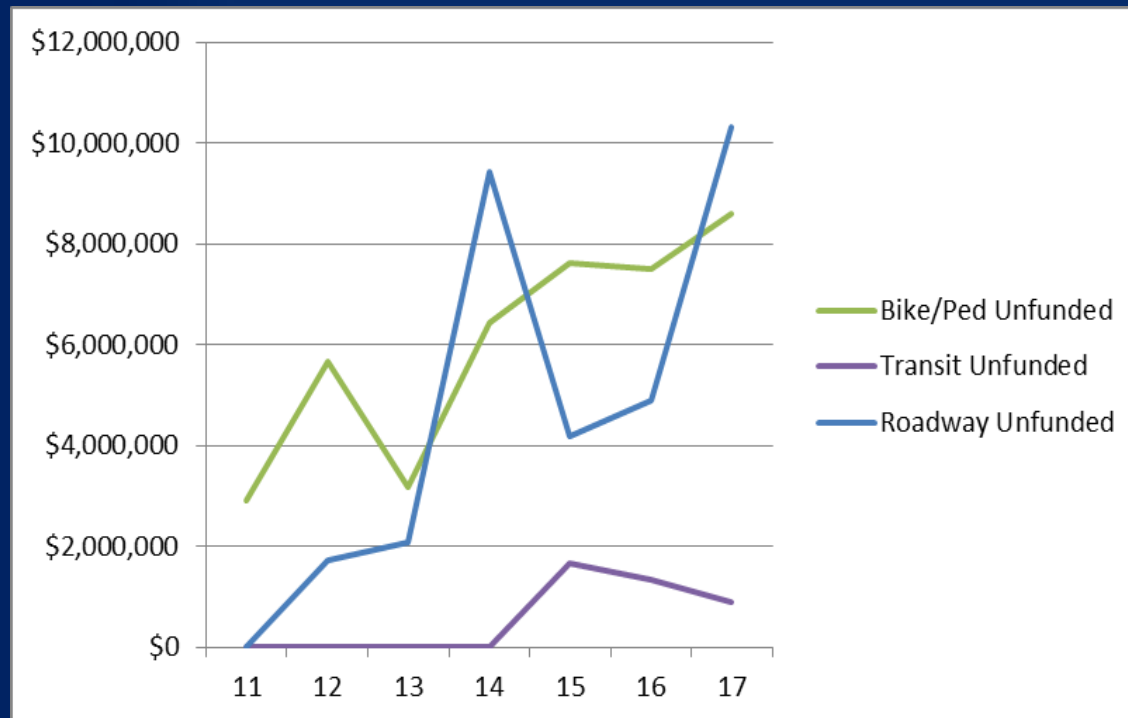
Target Modal Investment Mix Alternative

Total Funded Project Costs for LAPP Cycles 2011-2017 (Calendar Year)

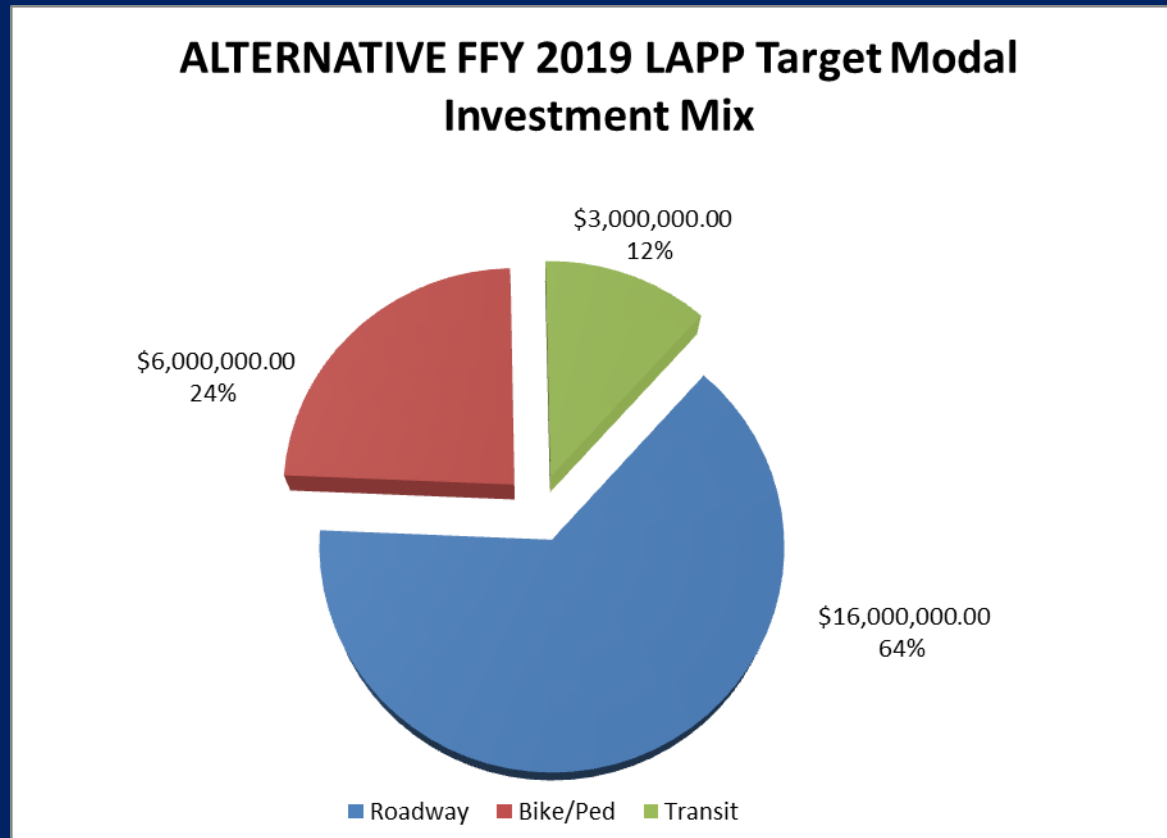


Target Modal Investment Mix Alternative

Total Unfunded Project Costs for LAPP Cycles 2011-2017 (Calendar Year)



Target Modal Investment Mix Alternative



7.2 FFY 19 LAPP Updates

- Requested Action: Schedule the public hearing at the Executive Board meeting on August 16, 2017 at 4:00pm.

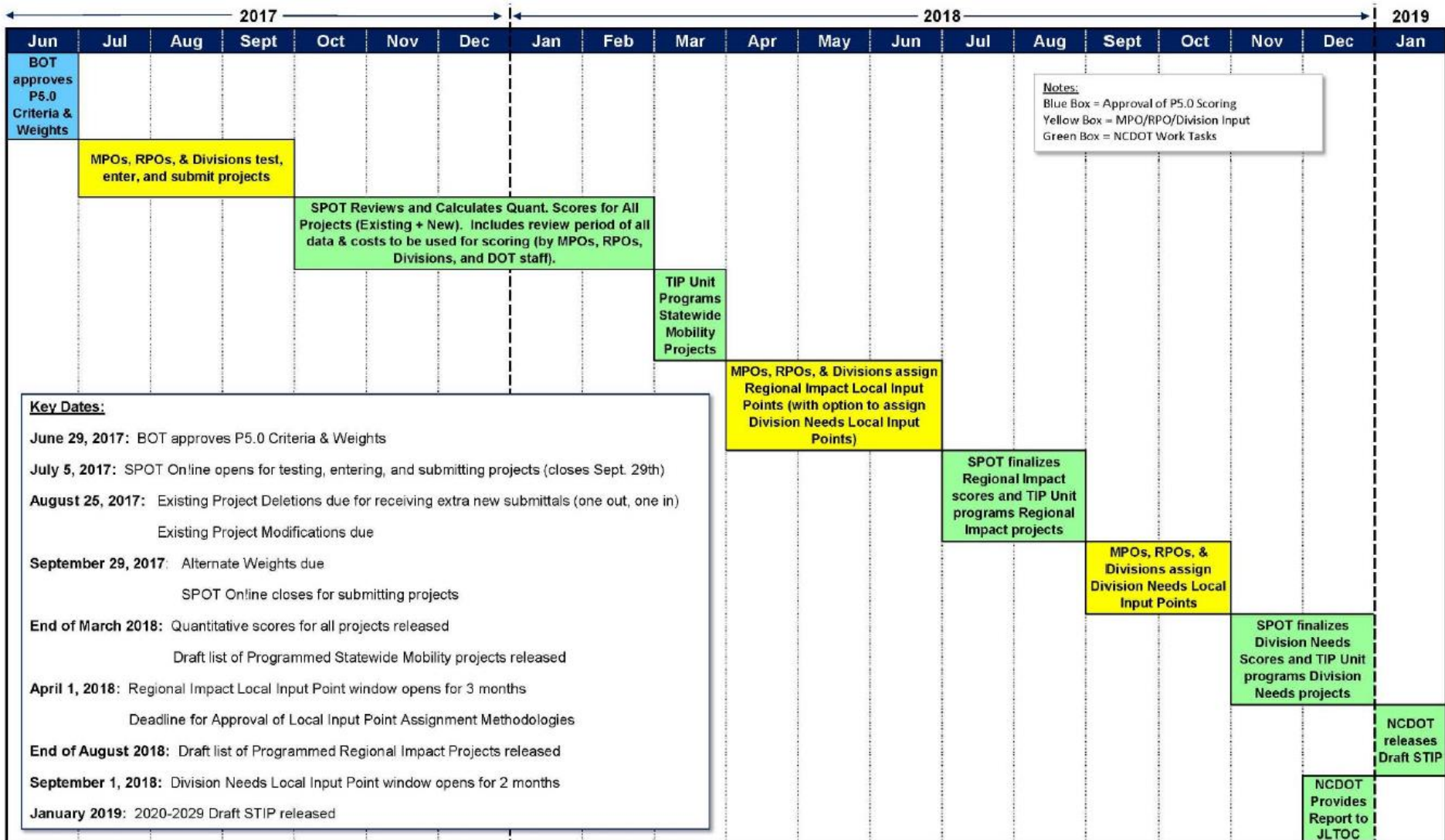
7. Regular Agenda

7.3 Prioritization 5.0 Modal Candidate Project Lists

P5.0 Schedule & Updates

Prioritization 5.0 Schedule

May 23, 2017



P5.0 Schedule & Updates

- June 1, 2017 – Present P5.0 Submittal List for TCC Review
- June 21, 2017 – Ex Board releases P5.0 Submittal List for 30-Day Public Comment
- July 5th – SPOT Online opens
- August 16, 2017 – Ex Board conducts Public Hearing & approves P5.0 Submittal List (Sept 20th meeting optional)
- September 29, 2017 – SPOT Online Closes, all projects must be submitted
- *Alternate Criteria Submitted

P5.0 Schedule & Updates

- Quantitative Scoring Criteria has been released (Posted to Sharefile) BOT scheduled to adopt June 29th
- SPOT database has been purged except the following
 - Projects programmed in years 6-10 of DRAFT STIP (ROW or Const first year)
 - Projects with completed or under development NEPA
 - Sibling projects of projects programmed in years 1-5 of DRAFT STIP

CAMPO has 150 Projects in the database (all modes)

37 Committed Projects

24 Carryover Projects

89 Holding Tank Projects

- CAMPO can submit 43 new projects (per mode)

Aviation Projects

- Review committed project
- Resubmit P4 Aviation Projects
- Contacted RDU & Triangle North Executive Airport

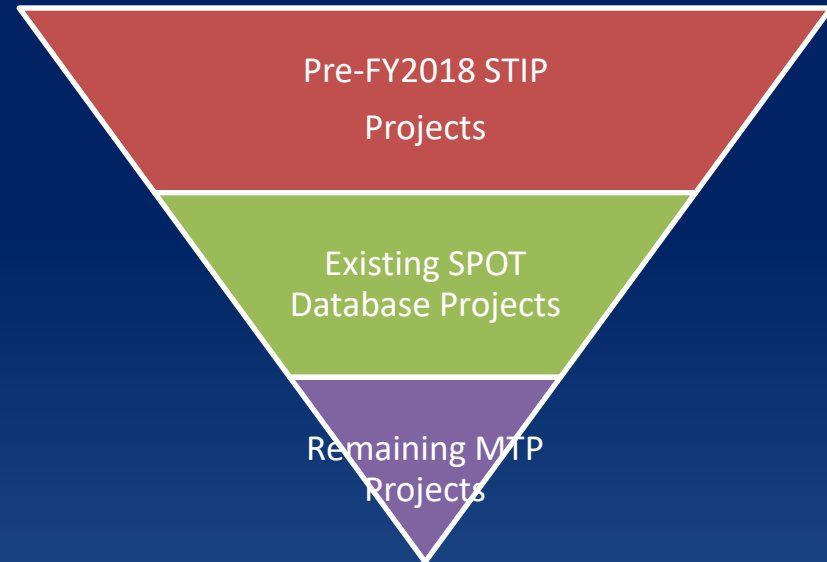
Bicycle/Pedestrian Projects

- Review of committed projects
- Review of carryover projects
- Continue proofing and updating estimated technical scores for new submittals
- Work with Division Engineers to submit as many projects as possible

Rail Projects

- Review committed projects
- Resubmit P4 Rail Projects
- Include additional Grade Separations identified in CAMPO Studies
- Continue working with Divisions and Rail Division on identifying improvements (double tracking, sidings, crossovers)
- Work with Division Engineers to submit as many projects as possible

CAMPO SPOT Review



- CAMPO can submit 43 additional roadway projects

- Initial List Creation:

- STIP-funded projects prior to 2018 and
- Existing SPOT database projects
- MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects

- Results in a list of 43+ recommended submittals

- Staff will coordinate with NCDOT Divisions to ensure maximum submittal of CAMPO projects.

Roadway Projects

- Review committed projects
- Review carryover projects
- Continue working with Divisions and staff to identify most competitive roadway projects
- Work with Division Engineers to submit as many projects as possible

Transit Projects

- Review committed projects
- Contacted Transit Agencies for project requests
- Resubmit P4 Transit Projects
- Work with Transit Agencies and staff to identify most competitive projects
- Work with Division Engineers to submit as many projects as possible

7.3 Prioritization 5.0 Modal Candidate Project Lists

Requested Action:

Release the Prioritization 5.0 Candidate Project lists for public review and comment beginning June 22nd and ending August 15, 2017, with a public hearing to be conducted at the August 16, 2017 Executive Board meeting.

7.4 2045 Metropolitan Transportation Plan Update

- A series of multimodal investment alternatives have been created and continue to be modeled and analyzed.
- The results from the analysis will be reviewed in both the professional and public realms as the two MPOs develop the “Preferred Alternative” MTP; which is anticipated to be adopted later this calendar year.
- Both the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO are planning to schedule public meetings during the summer and into the fall, prior to finalizing the “preferred alternative” for the 2045 Metropolitan Transportation Plan.

Alternatives Analysis

Moderate Network

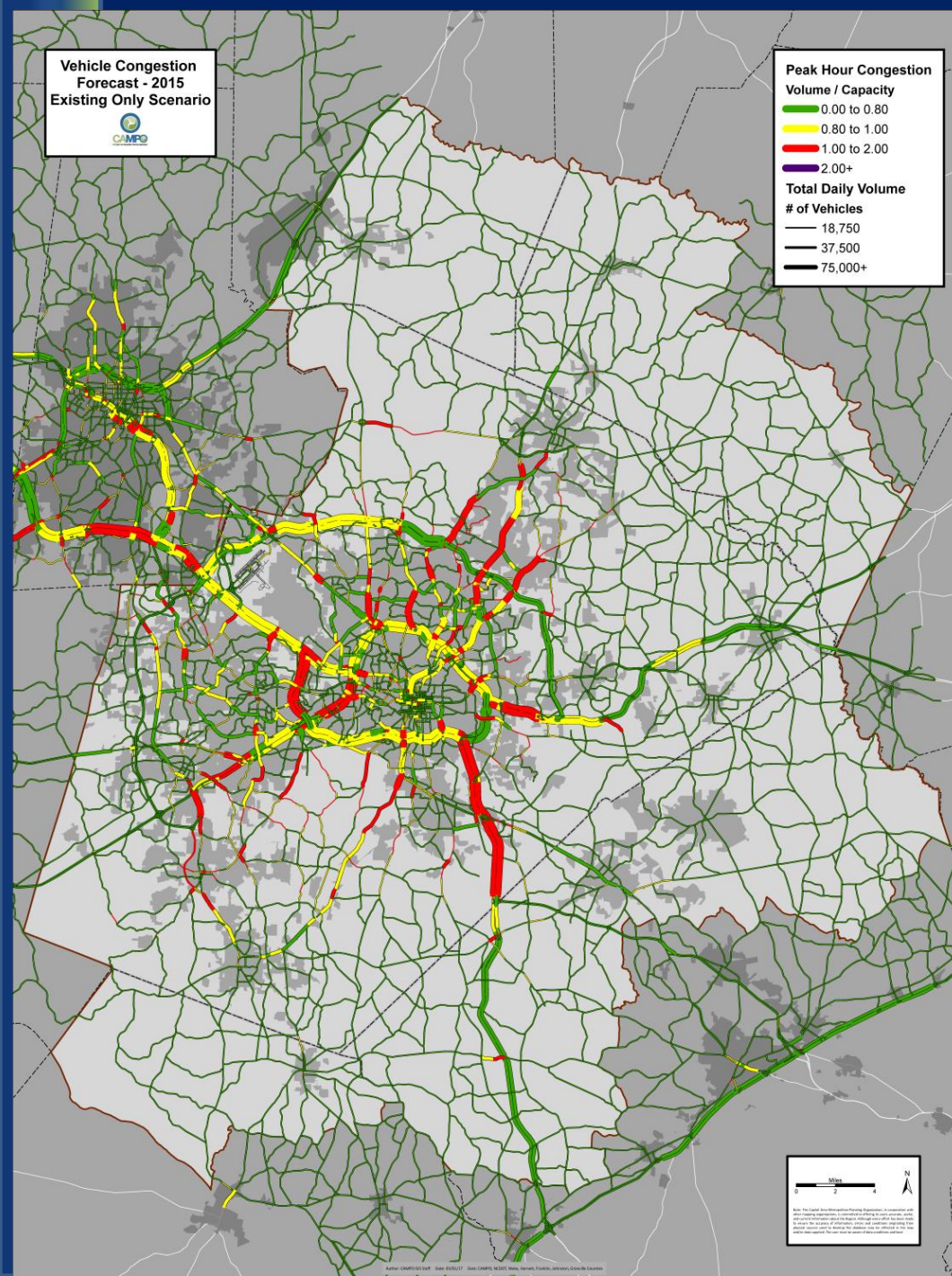
- Major Roadway Investments
 - Completion of the Outer Loop
 - Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
 - Additional secondary roadway investments in 3rd decade
- Major Transit Investments (WTP + 20yrs)
 - Commuter Rail from Garner to Durham
 - BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - Continuation of WTP frequent bus network
 - Community Funding Areas

Alternatives Analysis

Aspirational Network

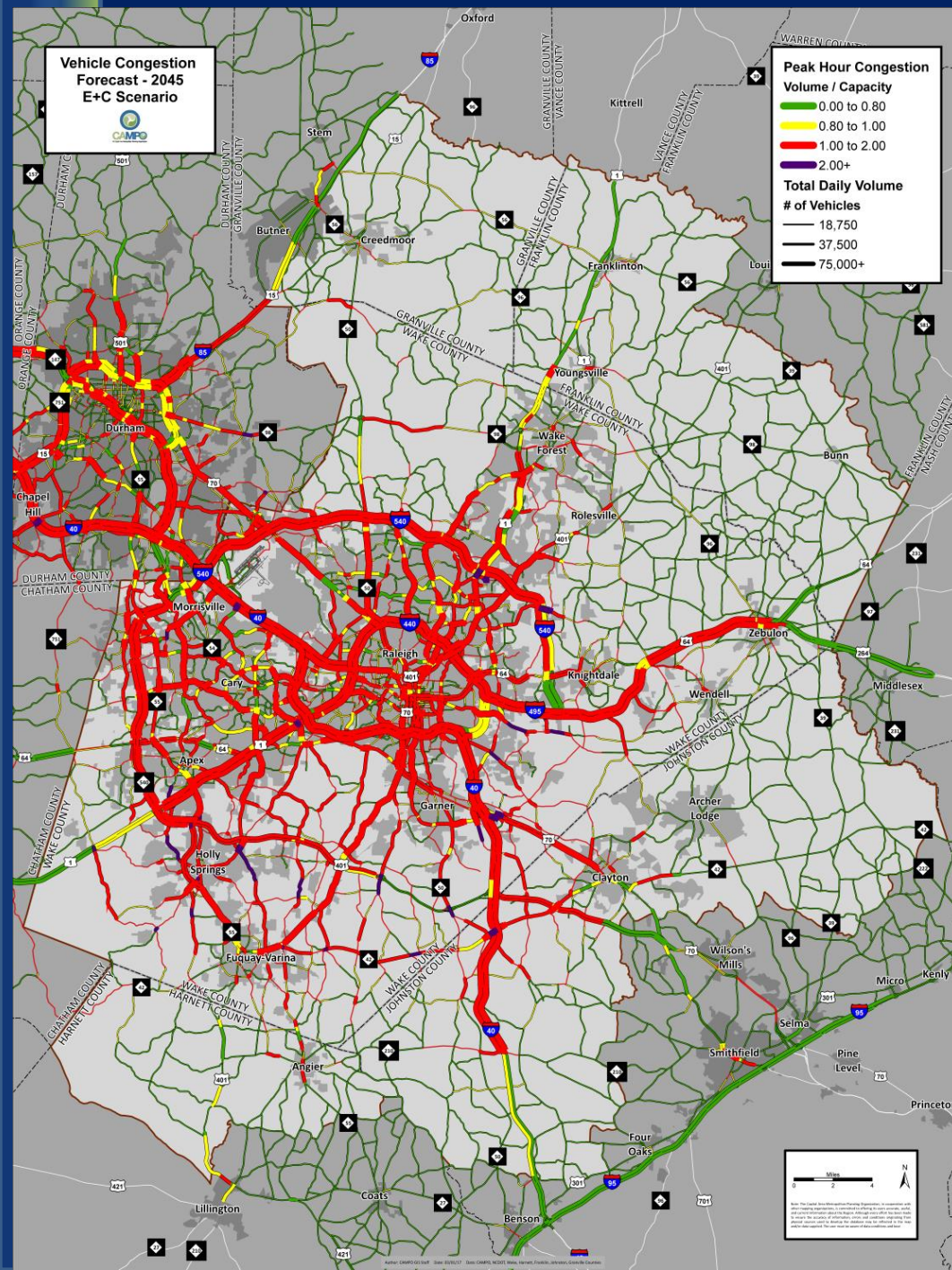
- Major Roadway Investments
 - Completion of the Outer Loop
 - Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
 - Additional secondary roadway investments in 2nd and 3rd decades
- Major Transit Investments (WTP + 20yrs)
 - Commuter Rail Service extended to Selma and Mebane
 - Commuter Rail Service from Wake Forest to Apex
 - BRT Infrastructure and Service extended/enhanced in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - BRT Service to midtown Raleigh
 - BRT Service in Harrison/Kildaire Farm corridor
 - Continuation of WTP frequent bus network
 - Continuation of Community Funding Areas

Deficiency Analysis



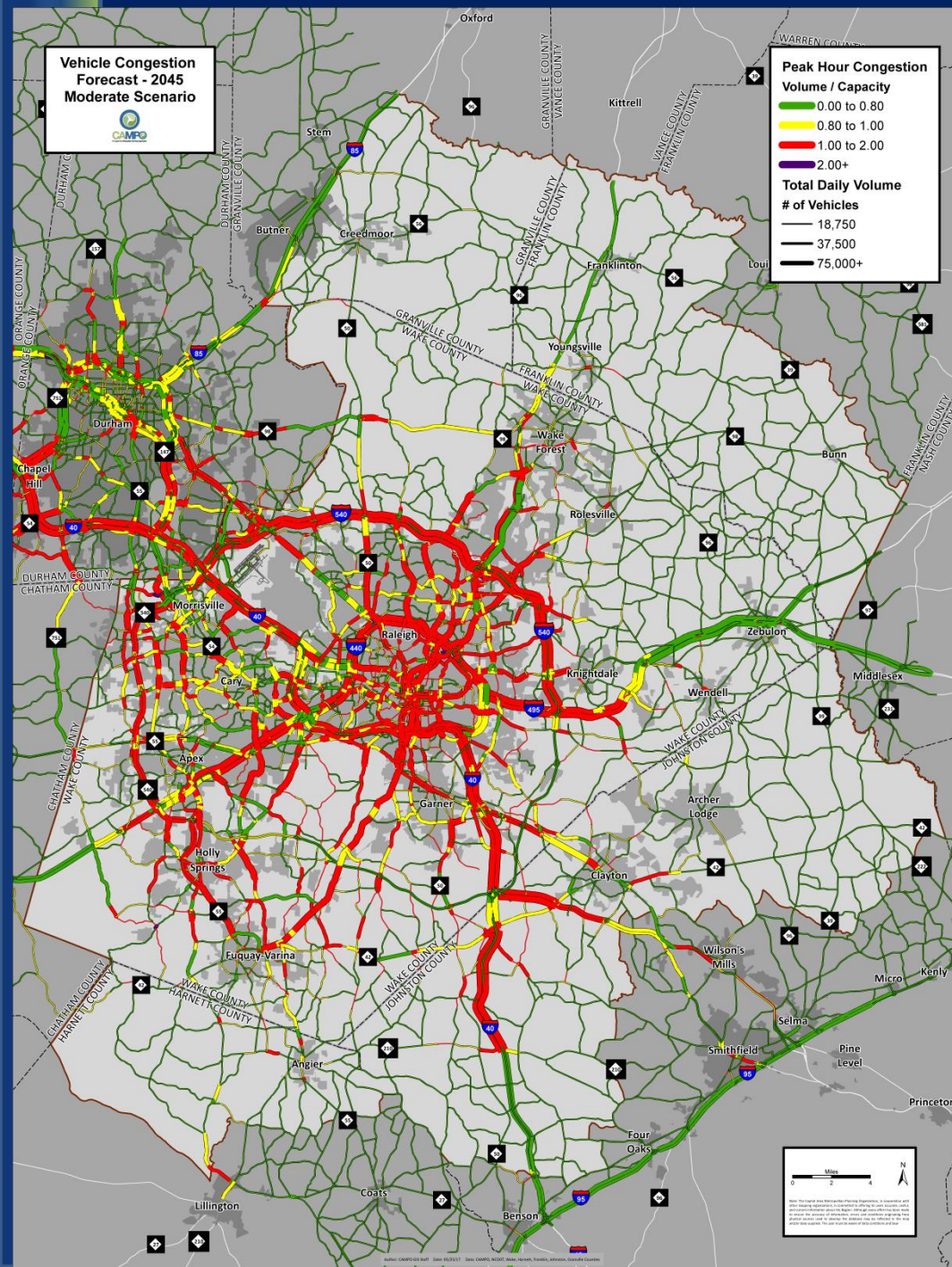
- **Transportation Network:**
 - 2015
- **Socio-Economic Data:**
 - 2015
- **Volume / Capacity**
 - **Red** signifies that a road has met or exceeded it's capacity
- **Peak Hour**
 - Represents the worst travel hour of the day

Deficiency Analysis



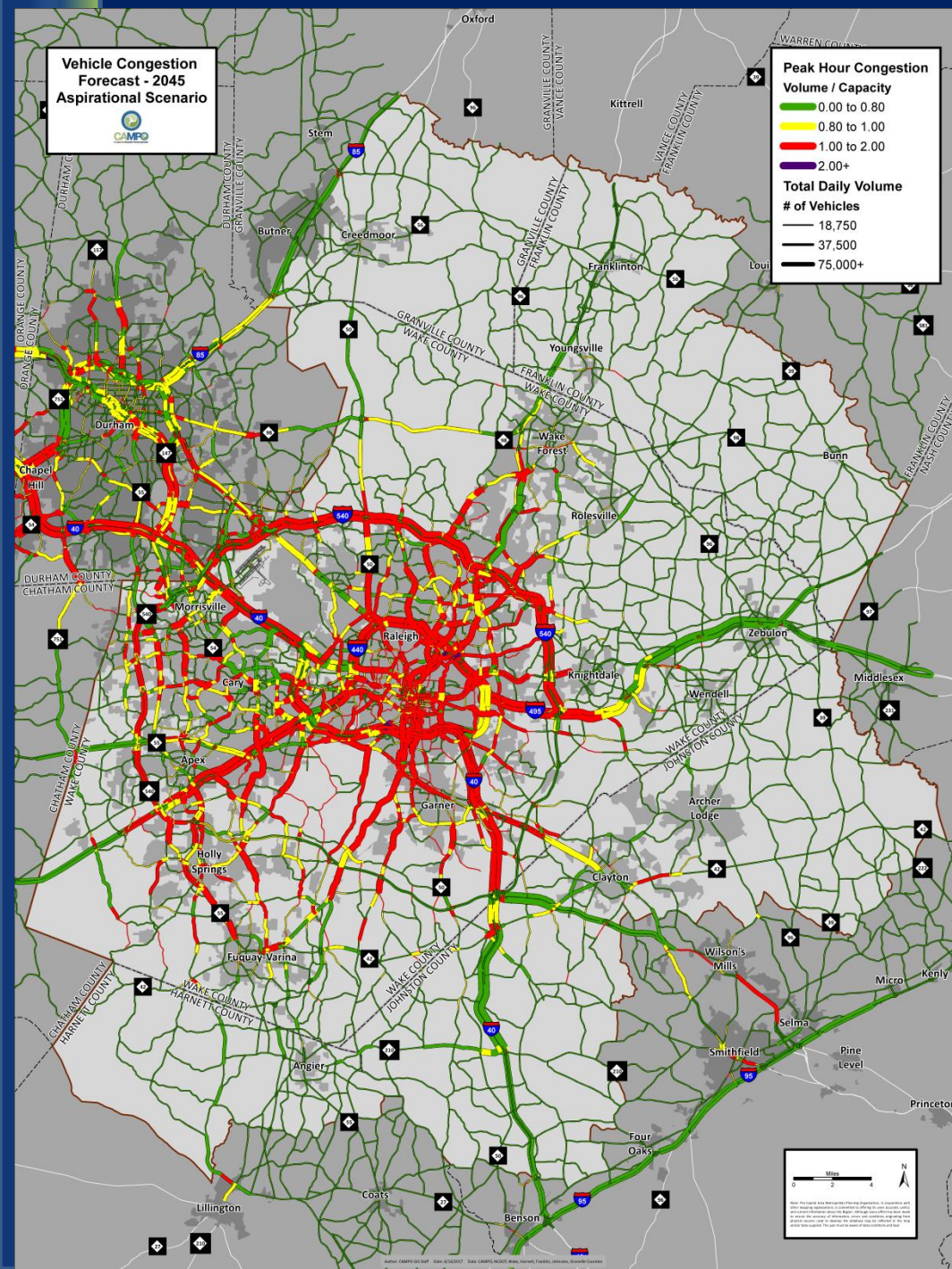
- **Transportation Network:**
 - 2022
- **Socio-Economic Data:**
 - 2045
- **Volume / Capacity**
 - **Red** signifies that a road has met or exceeded it's capacity
- **Peak Hour**
 - Represents the worst travel hour of the day

Alternatives Analysis



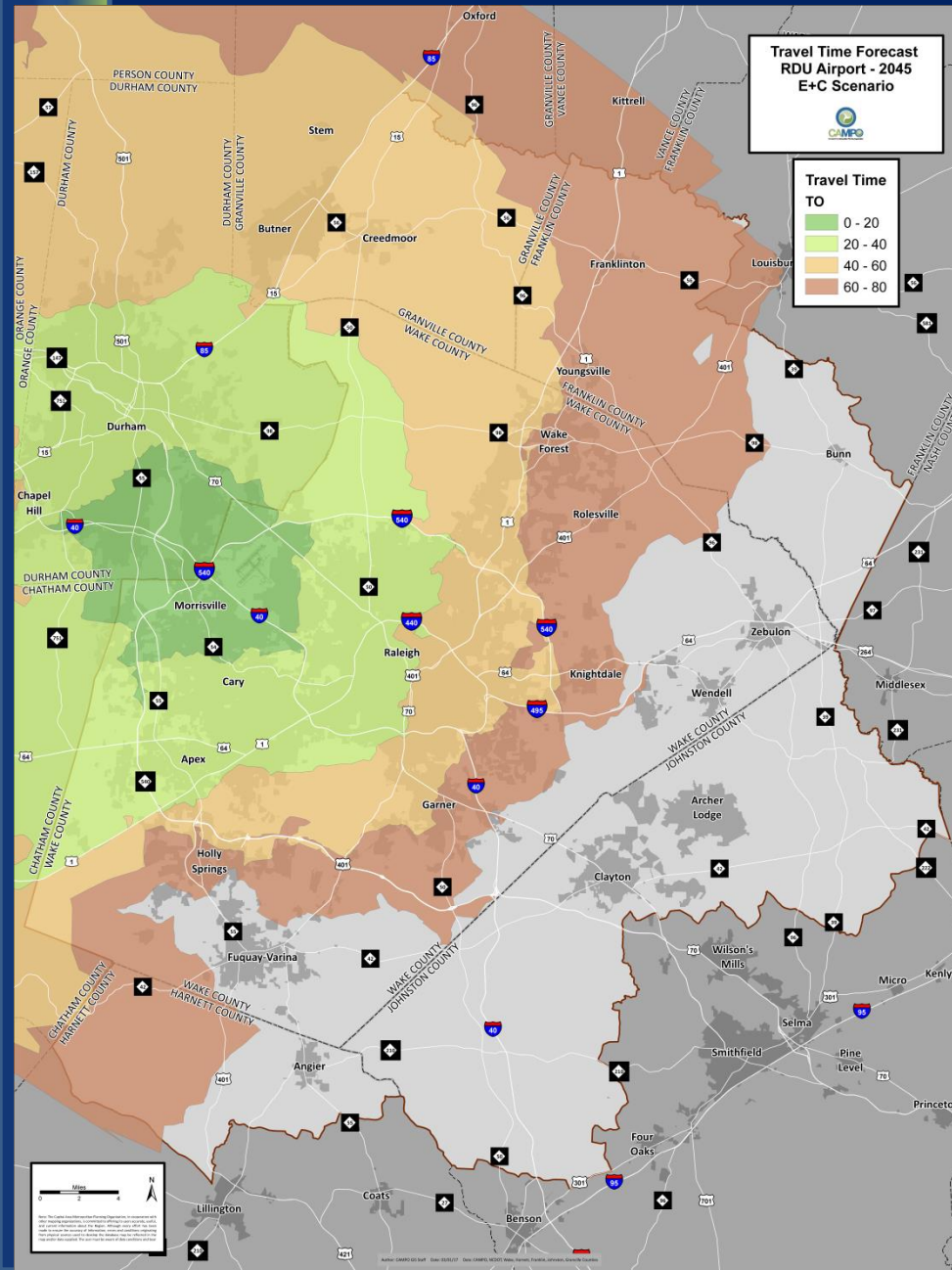
- **Transportation Network:**
 - Moderate
- **Socio-Economic Data:**
 - Community Plans
- **Volume / Capacity**
 - **Red** signifies that a road has met or exceeded it's capacity
- **Peak Hour**
 - Represents the worst travel hour of the day

Alternatives Analysis



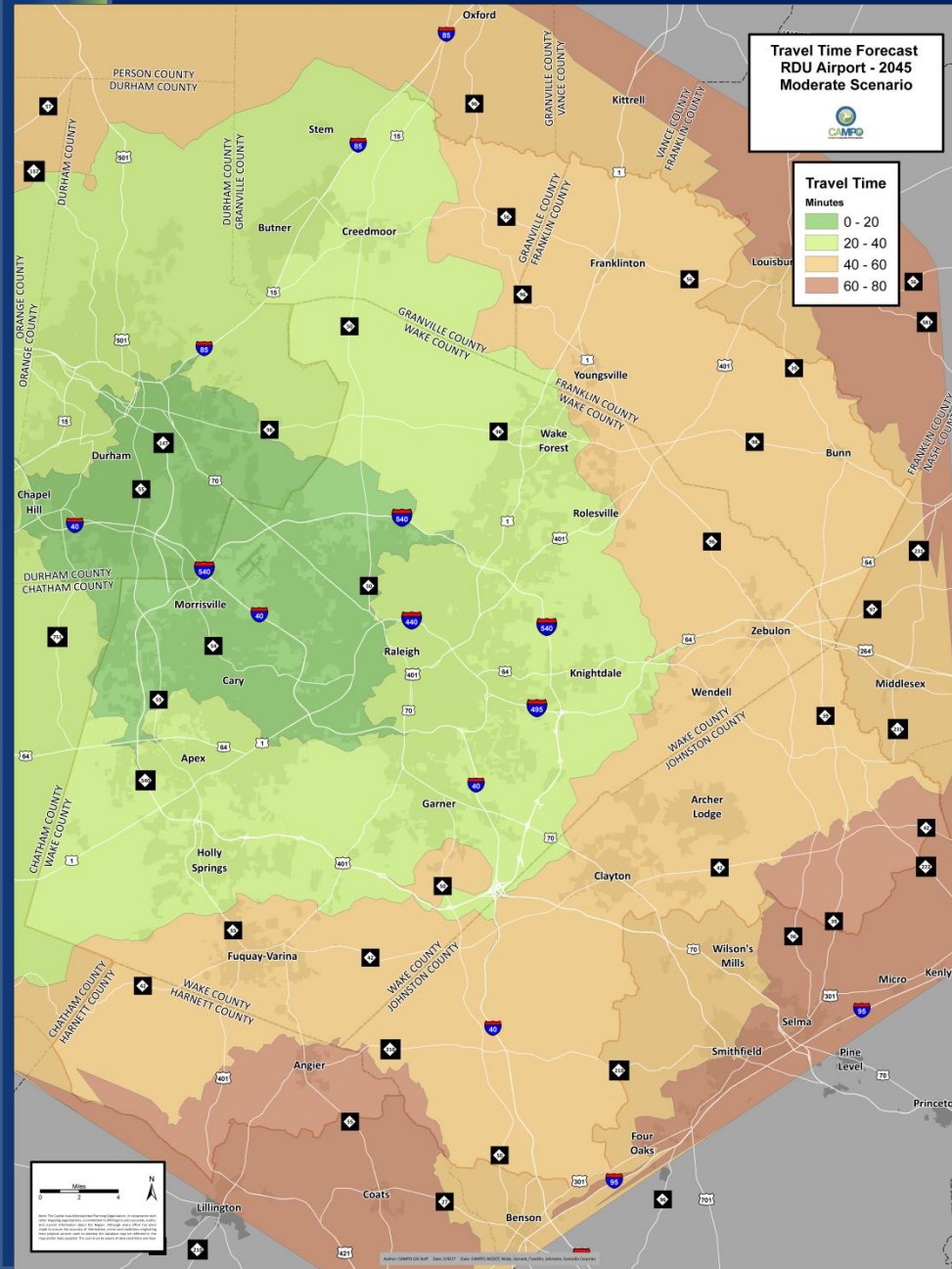
- **Transportation Network:**
 - Aspirational
- **Socio-Economic Data:**
 - AIM High
- **Volume / Capacity**
 - **Red** signifies that a road has met or exceeded it's capacity
- **Peak Hour**
 - Represents the worst travel hour of the day

E + C Scenario & Travel Time (RDU)



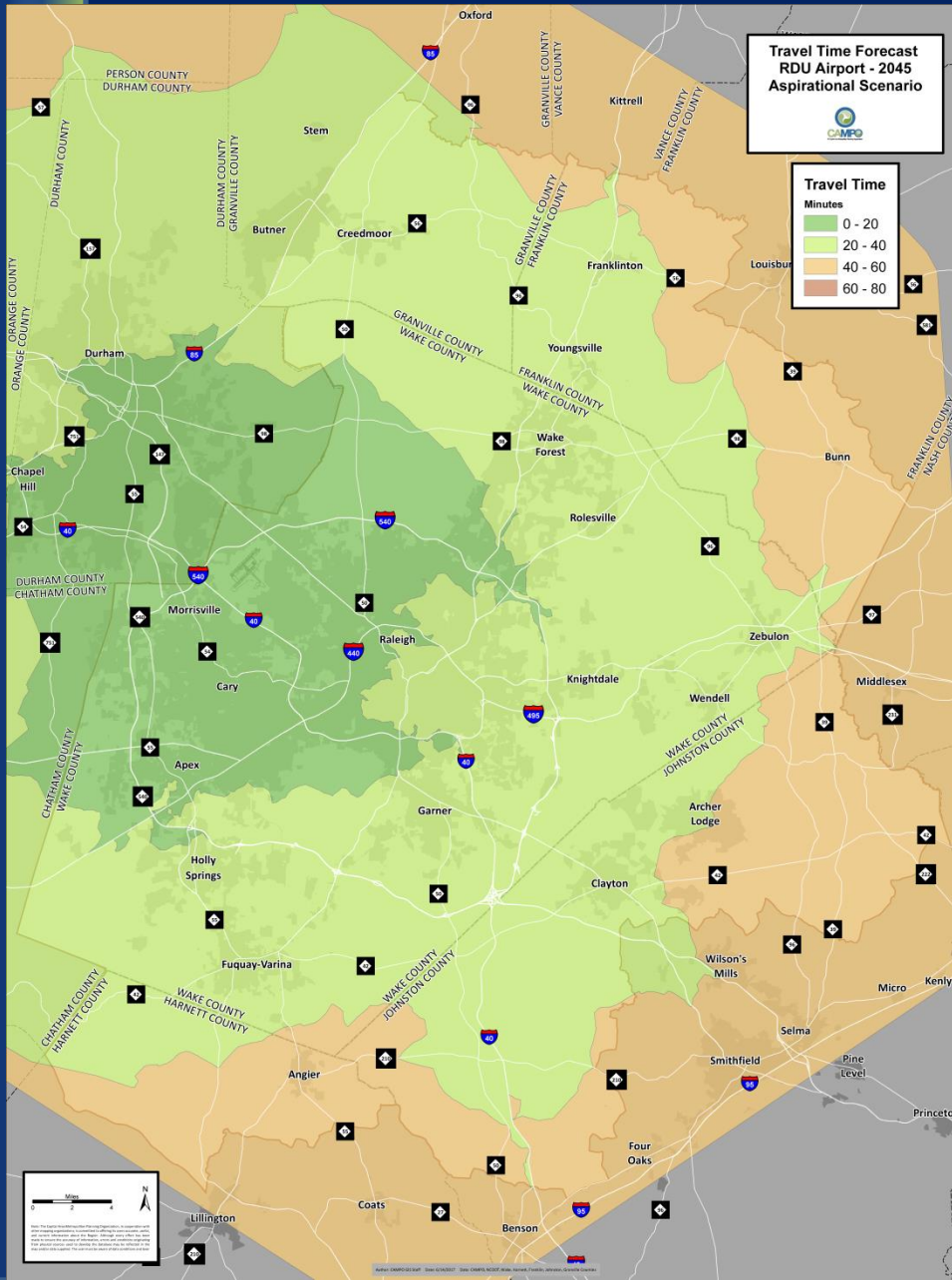
Destination	Approx. Time
Downtown Raleigh	40 min.
Downtown Wake Forest	1 hour
Downtown Knightdale	1 hr 15 min.
Downtown Holly Springs	1 hr 15 min.

Moderate Scenario Travel Time (RDU)



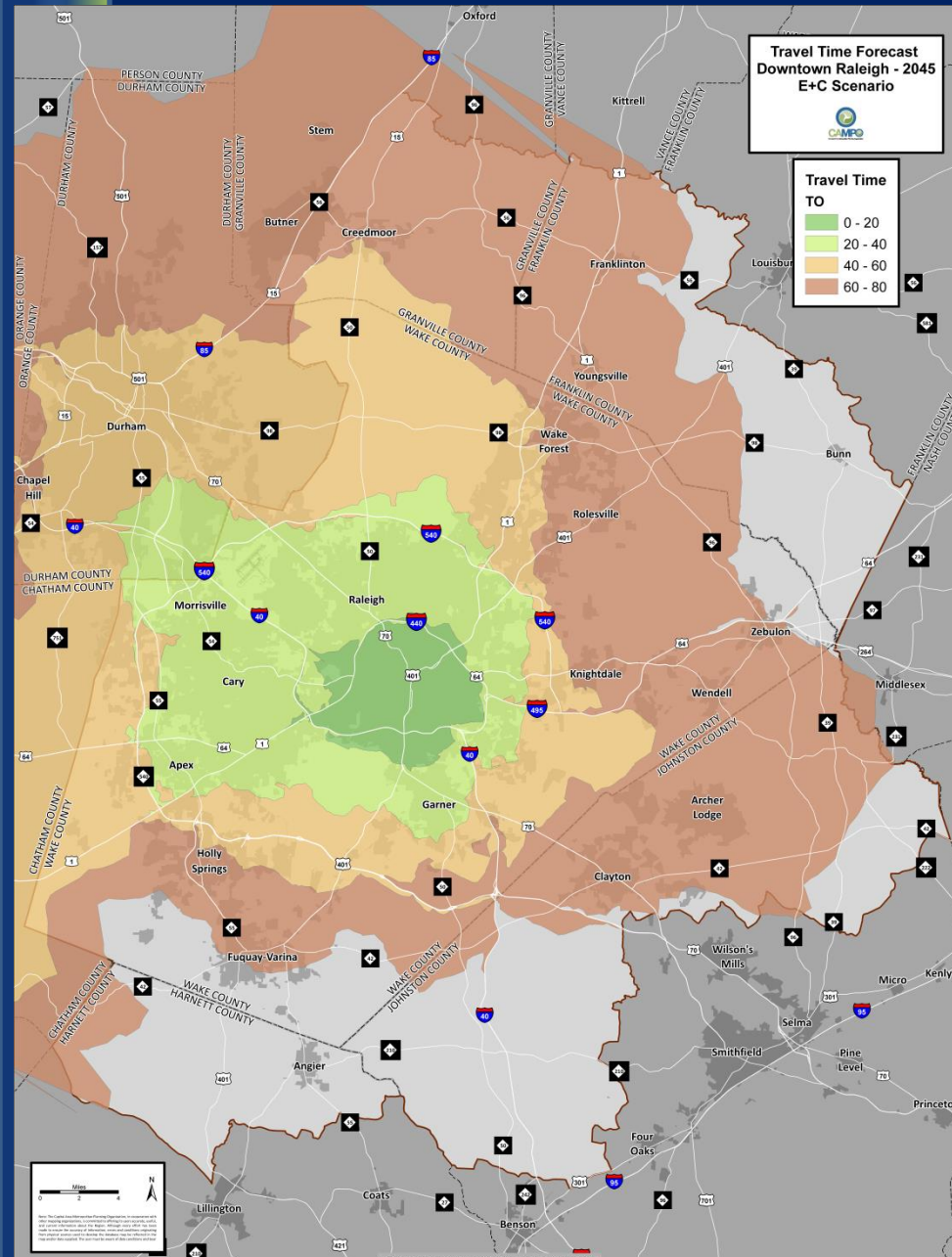
Destination	Approx. Time
Downtown Raleigh	25 min.
Downtown Wake Forest	40 min.
Downtown Knightdale	40 min.
Downtown Holly Springs	35 min.

Aspirational Scenario Travel Time (RDU)



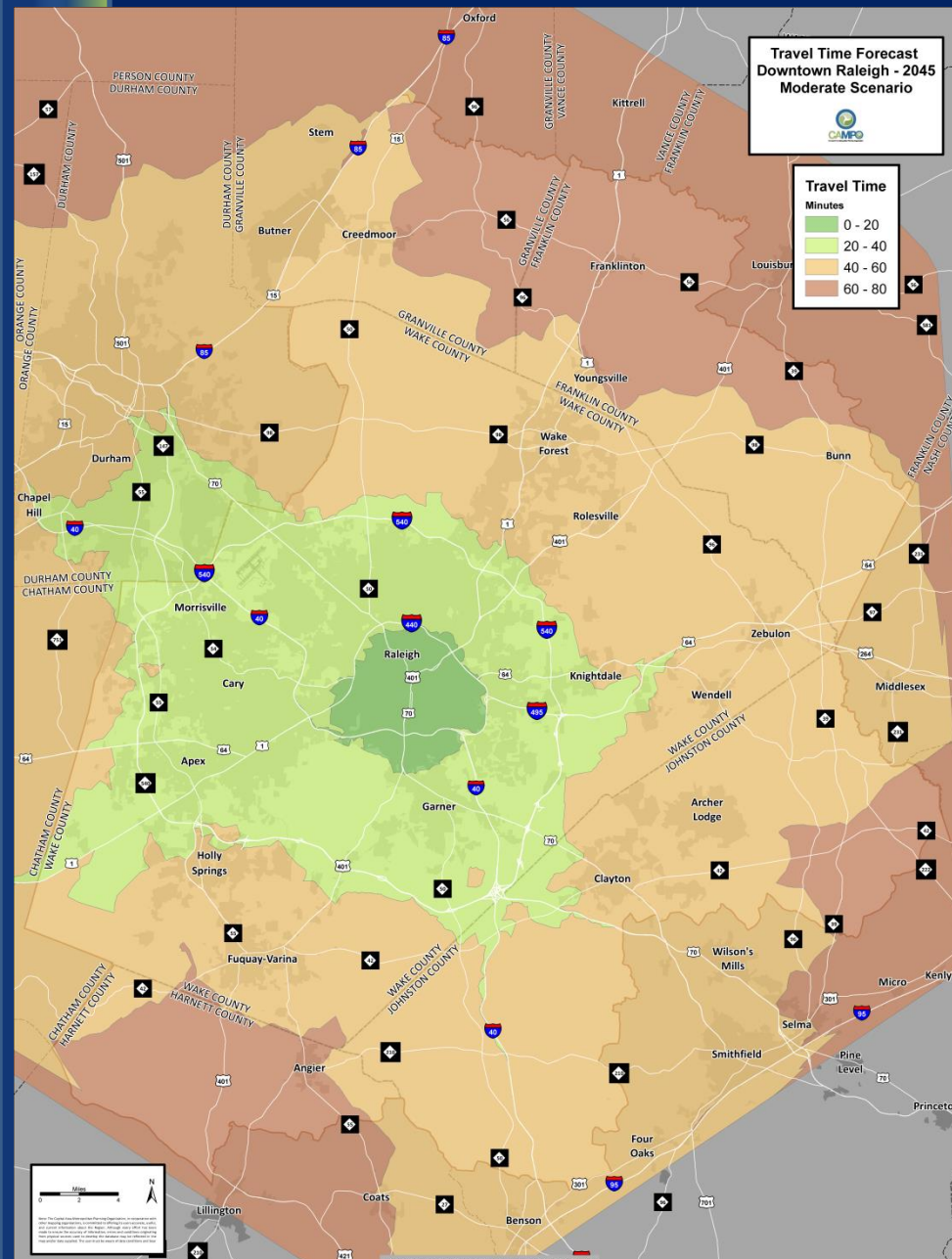
Destination	Approx. Time
Downtown Raleigh	25 min.
Downtown Wake Forest	35 min.
Downtown Knightdale	30 min.
Downtown Holly Springs	25 min.

E + C Scenario Travel Time (Downtown Raleigh)



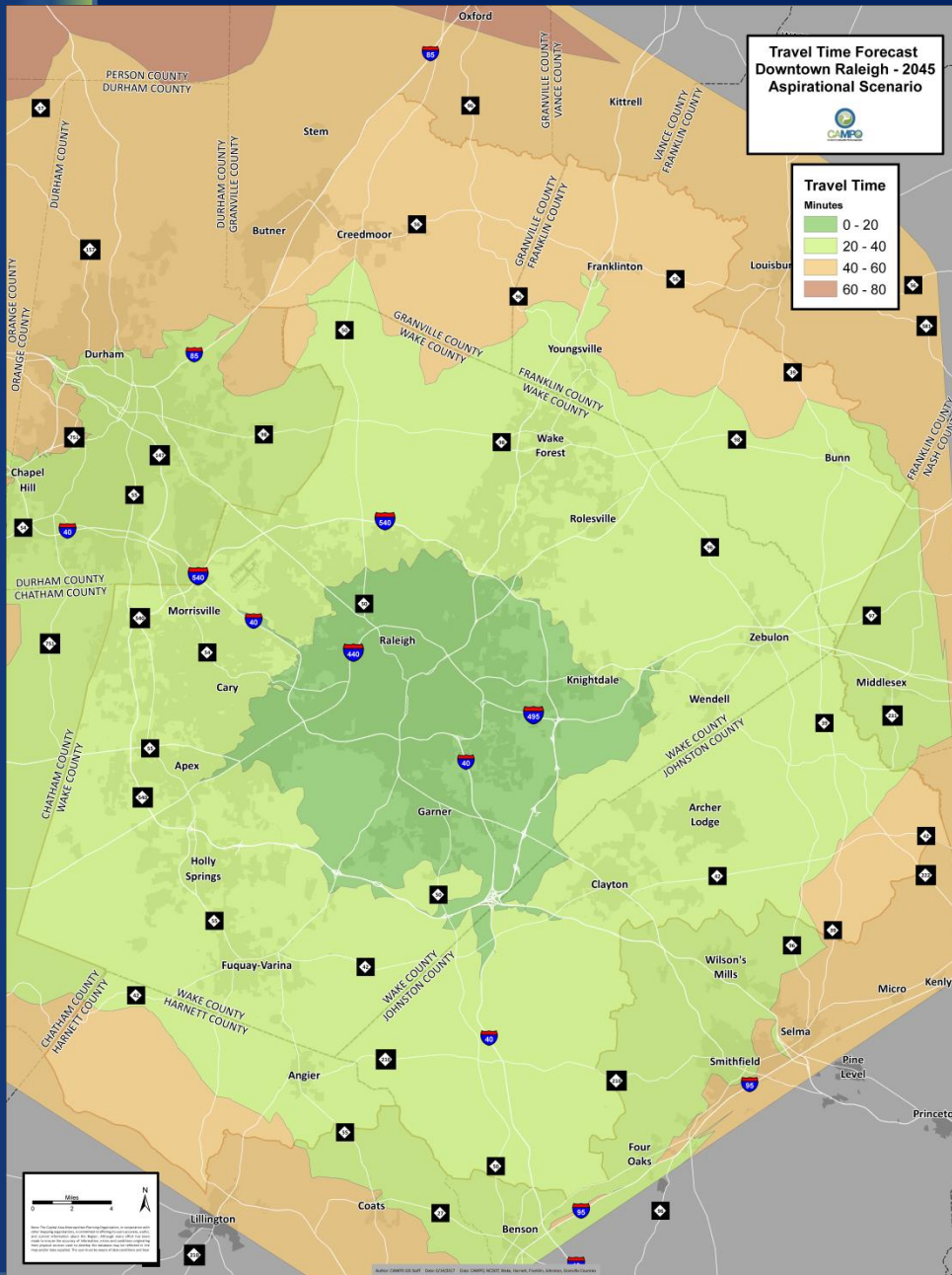
Destination	Approx. Time
RDU	40 min.
Downtown Wake Forest	1 hr 10 min.
Downtown Knightdale	1 hr.
Downtown Holly Springs	1 hr 15 min.

Moderate Scenario Travel Time (Downtown Raleigh)



Destination	Approx. Time
RDU	40 min.
Downtown Wake Forest	1 hr.
Downtown Knightdale	40 min.
Downtown Holly Springs	1 hr.

Aspirational Scenario Travel Time (Downtown Raleigh)

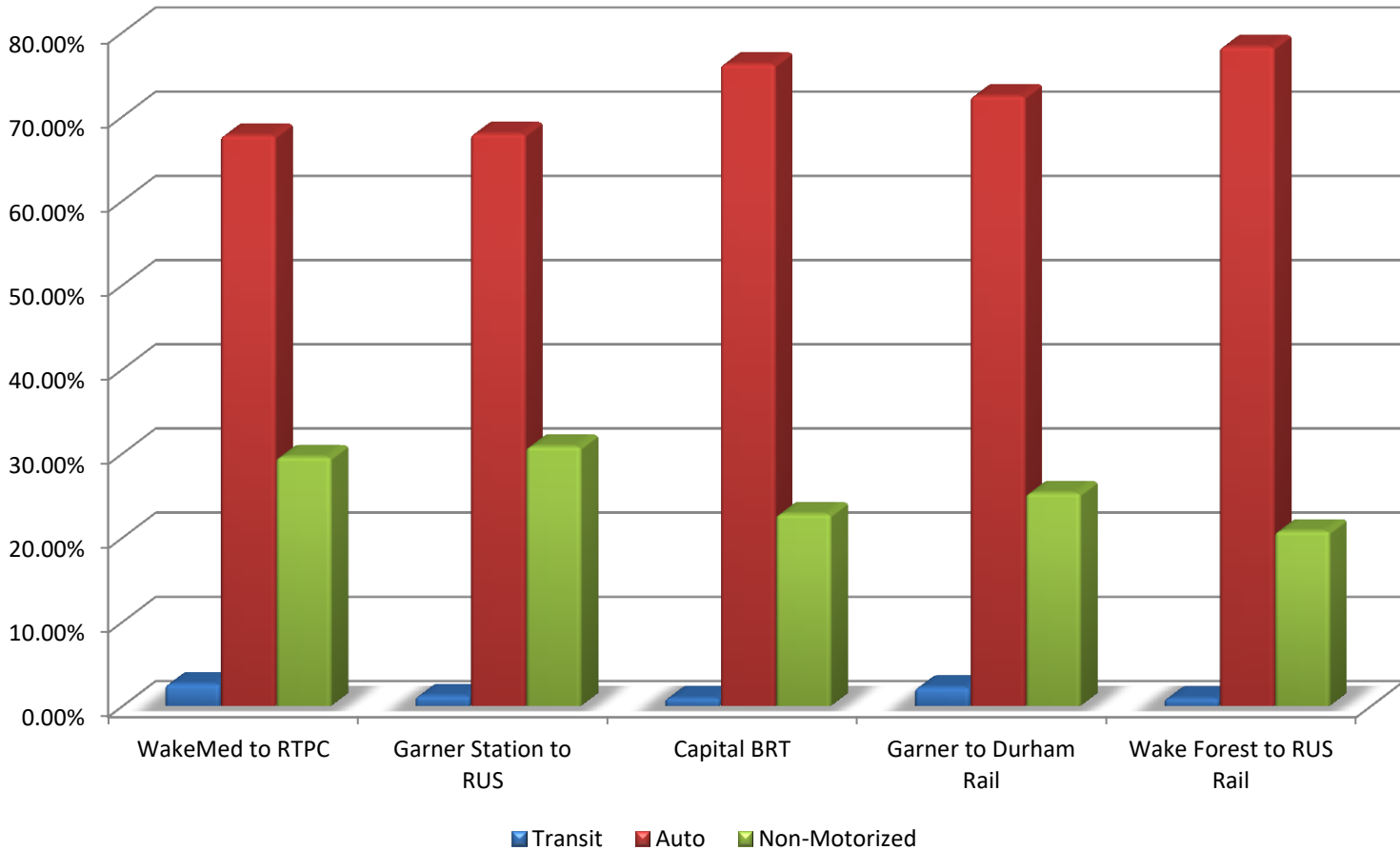


Destination	Approx. Time
RDU	35 min.
Downtown Wake Forest	40 min.
Downtown Knightdale	25 min.
Downtown Holly Springs	30 min.

Alternatives Analysis

Moderate Scenario

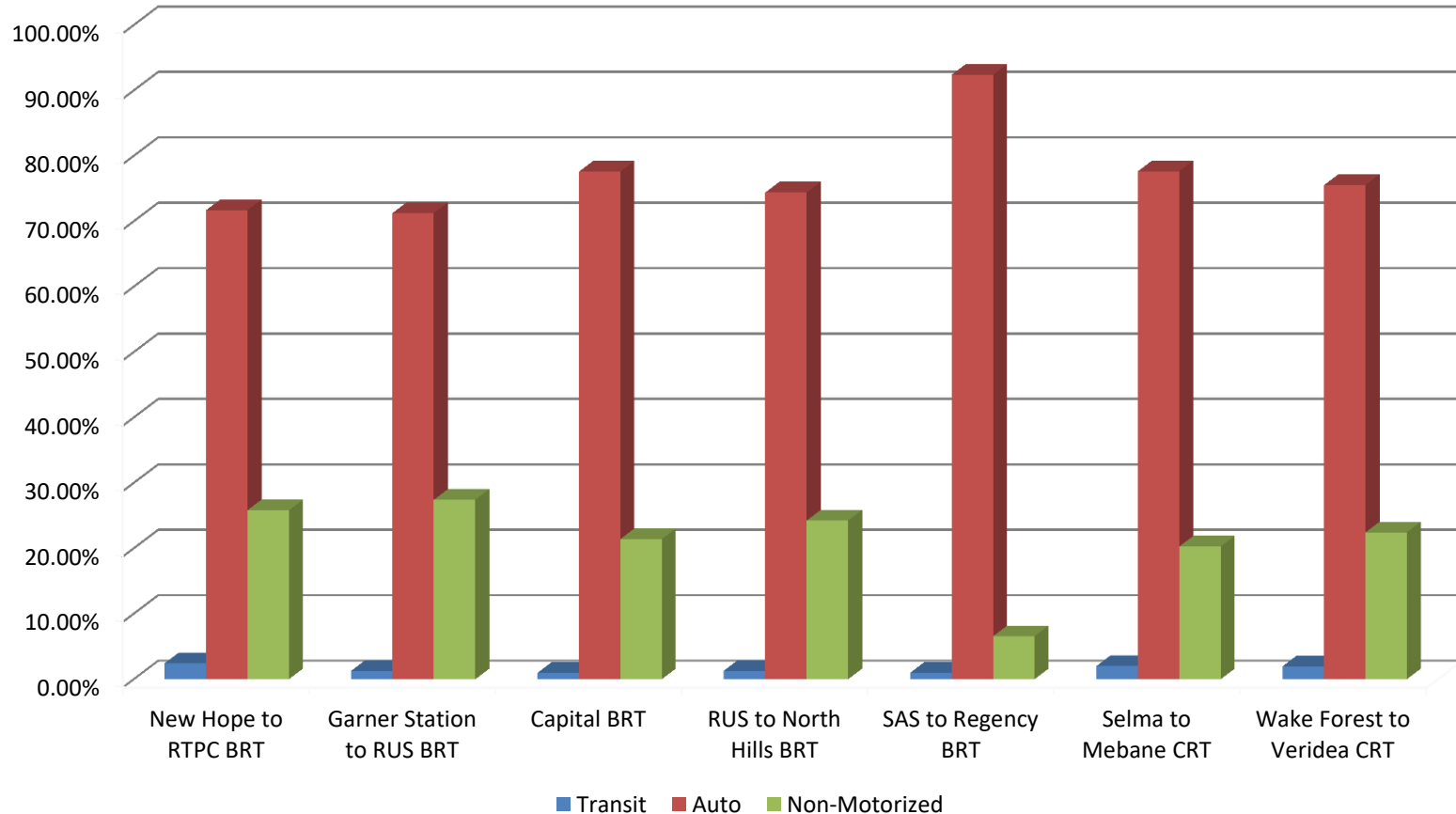
Mode Share by Major Investment Corridor



Alternatives Analysis

Aspirational Scenario

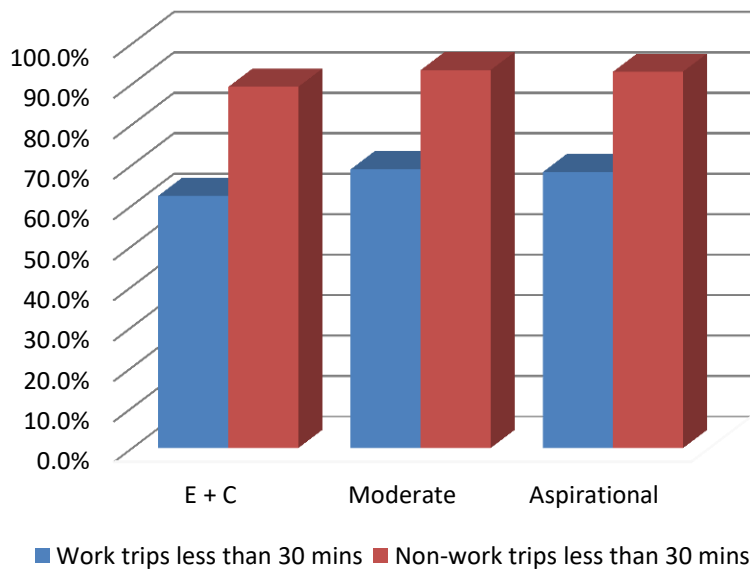
Mode Share by Major Investment Corridor



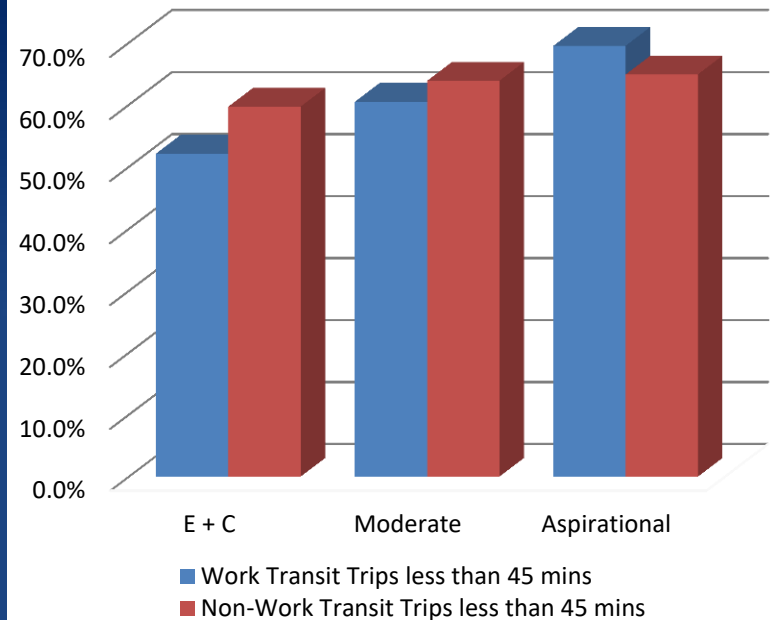
Alternatives Analysis

Comparing Alternatives

Trip Duration by Type



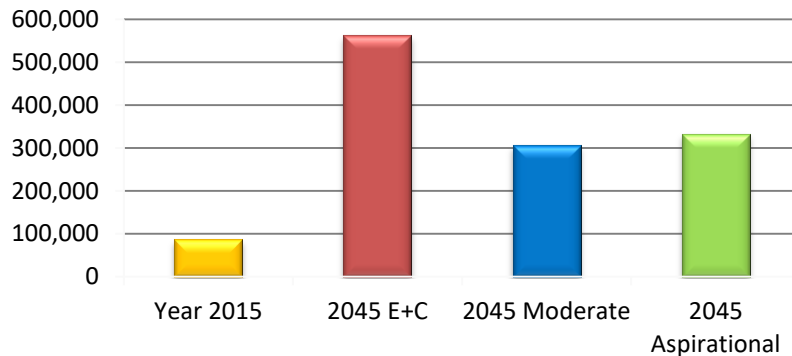
Transit Trip Duration by Type



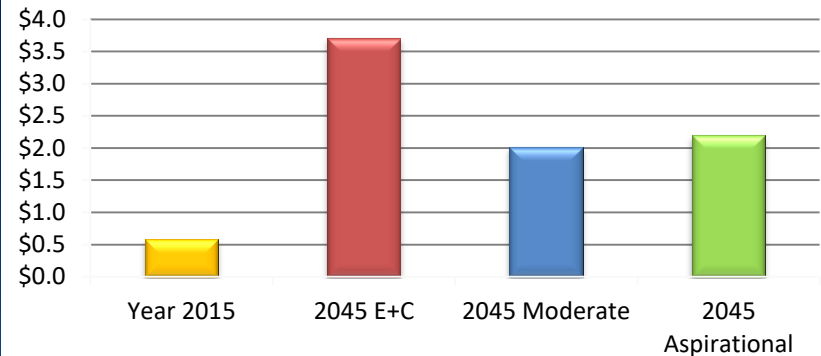
Alternatives Analysis

Comparing Alternatives

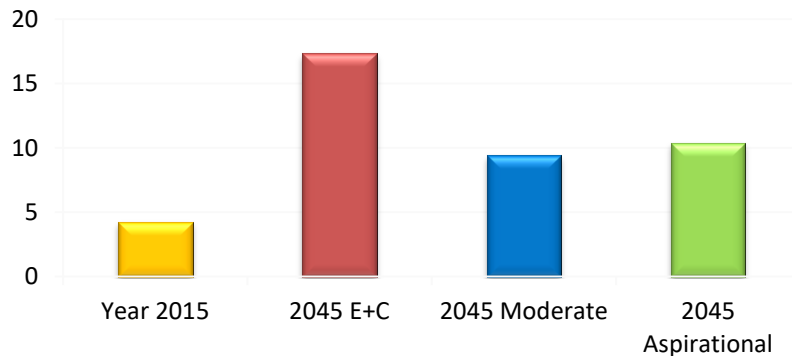
Daily Delay (hours)



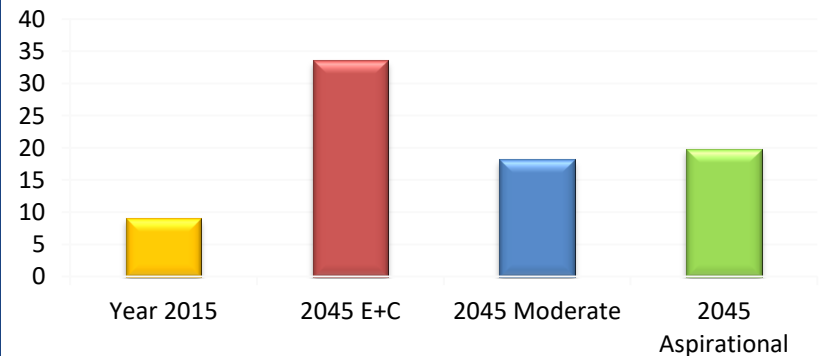
Annual Cost of Delay (\$billions)



Daily Delay per Person (mins)

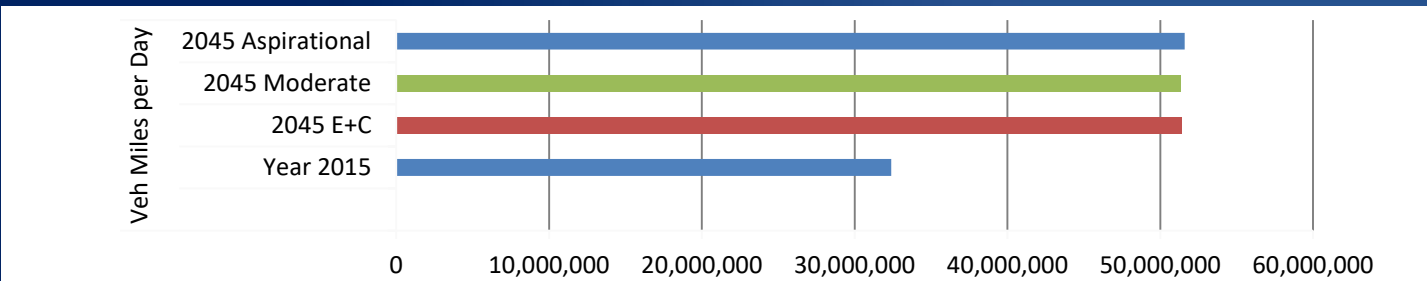
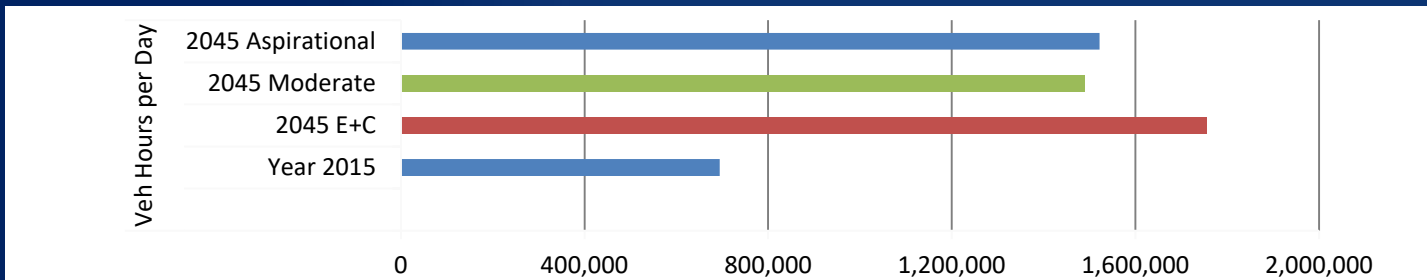
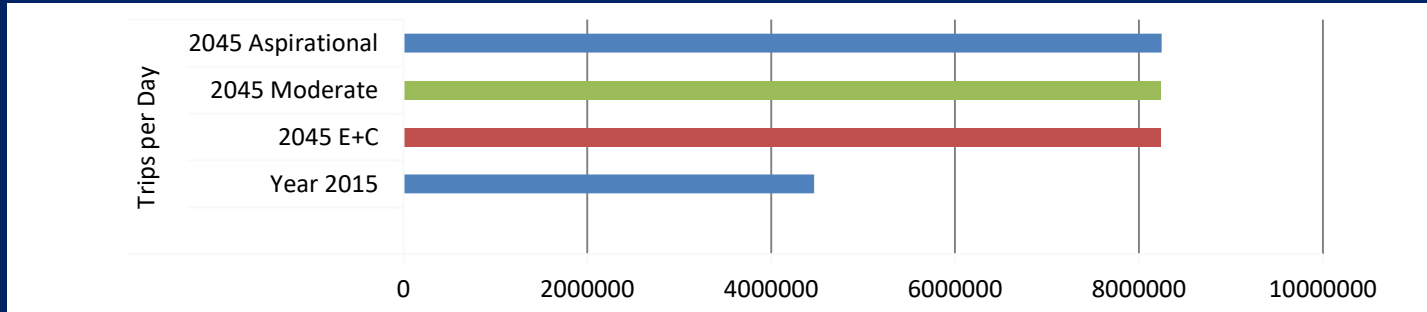


Daily Delay per Employee (mins)



Alternatives Analysis

Comparing Alternatives



7.4 2045 Metropolitan Transportation Plan Update

- Evaluating the Alternatives
 - Volume/Capacity (congestion)
 - Volume
 - Delay
 - Difference between how fast you want to go and how fast you can go
 - Measures the impact of both V/C and Volume
 - Transit Service, Accessibility, Ridership
- Moving from Alternatives to Preferred Plan
 - Measuring Project Impacts
 - General Prioritization
 - Applying Fiscal Constraint

Upcoming MTP Milestones

Item	Anticipated TCC Updates
Alternatives Analysis Review	April – June 2017
Revenue Forecast Updates	April - Aug. 2017
Preliminary Draft Financial Plan	Summer 2017
Public Involvement	Summer 2017
“Final” Draft Plan	August/September 2017
Public Hearing	August/September 2017
Adopt 2045 Plan	September/October 2017

Requested Action:
Receive as information

8. Informational Items: Budget

8.1: Member Shares - FY 17

8.2: Operating Budget - FY 17

Requested Action:

Receive as information

9. Information Item: Project Updates

- ### 9.1
- Hot Spot Program
 - Transit Systems Planning
 - Regional Freight Plan Study
 - (SRTS) John Rex Endowment Grant Award Update
 - NC Non-Motorized Volume Data Program- Phase II Region Roll-out
 - Triangle Tolling Study
 - NC 98 Corridor Study
 - Rolesville Main Street Study

Requested Action:
Receive as information

10. Information Item: Staff Reports

- MPO Deputy Director, Shelby Powell
- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- Executive Board Members

Requested Action:

Receive as information

Upcoming Events

Date	Event
Sept. 7, 2017 – 10:00 - 12:00	TCC
Sept. 20, 2017 – 4:00 – 6:00	Executive Board
Oct. 5, 2017 – 10:00 – 12:00	TCC
Oct. 17-20, 2017	National AMPO Savannah, GA
Oct. 18, 2017 – 4:00 – 6:00	Executive Board

ADJOURN